

**CITY OF MIAMI BEACH
COMMISSION ITEM SUMMARY**



Condensed Title:

Acceptance of the City Manager's recommendation pertaining to the ranking of firms pursuant to Request for Qualifications (RFQ) 01-04/05 for an Environmental Assessment for the 5th and Alton Transit Center; further authorizing the Administration to negotiate with the top-ranked firm of HDR; if not successful, to negotiate with the second-ranked firm of URS, and if not successful, to negotiate with the third-ranked firm of Geotech Environmental.

Issue:

Shall the City Commission authorize the Administration to negotiate an agreement for an Environmental Assessment for the project at 5th Street and Alton Road, also known as the Potamkin Project, for the purpose of meeting Federal Transit Administration requirements related to the National Environmental Protection Act (NEPA), in order to qualify the project for federal funding?

Item Summary/Recommendation:

Adopt resolution and authorize the Administration to negotiate an agreement for an Environmental Assessment.

Advisory Board Recommendation:

An Evaluation Committee met on January 27, 2005, and recommended HDR as the top-ranked firm, URS as the second-ranked firm, and Geotech Environmental as the third-ranked firm.

Financial Information:

Amount to be expended:

\$0

Source of Funds: N/A

n/a

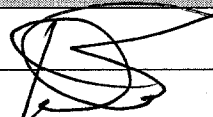
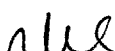
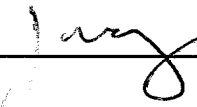
Finance Dept.

	Amount	Account	Approved
1			
2			
3			
4			
Total			

City Clerk's Office Legislative Tracking:

Kevin Crowder, Economic Development

Sign-Offs:

Department Director	Assistant City Manager	City Manager
		

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AGENDA ITEM R7D
DATE 2-2-05

CITY OF MIAMI BEACH

CITY HALL 1700 CONVENTION CENTER DRIVE MIAMI BEACH, FLORIDA 33139
www.miamibeachfl.gov



COMMISSION MEMORANDUM

To: Mayor David Dermer and
Members of the City Commission

Date: February 2, 2005

From: Jorge M. Gonzalez
City Manager

Subject: **A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE CITY MANAGER PERTAINING TO THE RANKING OF FIRMS PURSUANT TO REQUEST FOR QUALIFICATIONS (RFQ) NO. 01-04/05 FOR AN ENVIRONMENTAL ASSESSMENT FOR THE 5TH AND ALTON TRANSIT CENTER; AUTHORIZING THE ADMINISTRATION TO ENTER INTO NEGOTIATIONS WITH THE TOP-RANKED FIRM OF HDR ENGINEERING, INC; SHOULD THE ADMINISTRATION NOT BE ABLE TO NEGOTIATE AN AGREEMENT WITH THE TOP-RANKED FIRM, AUTHORIZING THE ADMINISTRATION TO NEGOTIATE WITH THE SECOND-RANKED FIRM OF URS CORPORATION; SHOULD THE ADMINISTRATION NOT BE ABLE TO NEGOTIATE AN AGREEMENT WITH THE SECOND-RANKED FIRM, AUTHORIZING THE ADMINISTRATION TO NEGOTIATE WITH THE THIRD RANKED FIRM OF GEOTECH ENVIRONMENTAL.**

RECOMMENDATION

Adopt the Resolution.

ANALYSIS

On June 7, 2000, the Mayor and City Commission adopted Resolution No. 2000-23963 designating the area bounded by 6th Street to the North, 5th Street to the South, Alton Road to the West and Lenox Avenue to the East, as a Brownfield area to promote the environmental restoration and economic redevelopment of the area.

Since July 2002, the Administration has been meeting with representatives of the site generally located on 5th Street and Alton Road, owned by the Potamkin family, to address a joint development opportunity and to review a preliminary site plan for a vertical retail complex, including public parking spaces, transit elements and a supermarket. In accordance with the City Commission's directive and the community's identified needs, the City's interest in the project development was primarily focused on achieving the public benefit of locating a supermarket, exploring transit and excess parking opportunities, and developing a gateway project at one of the City's main arterial entryways.

Over the past two (2) years, the proposed project has been reviewed on several occasions by various City Committees including Finance & Citywide Projects Committee, Transportation and Parking Committee, Design Review Board and Historic Preservation Board. With the recommendations from these meetings, the parties have reached agreement on a majority of the substantive terms and conditions that would govern the

funding, as the primary source, for the City's capital contribution to the project.

On April 5, 2004, the Developer and its project team and City staff met with the FTA in Atlanta to review FTA funding requirements. The FTA expressed favorable comments in its initial review of the project and indicated the City would need to place emphasis on the transit elements of the project, focusing on their location, cost and use, and transit user profiles to determine the project's eligibility for FTA funding. To address the FTA issues, it was deemed to be in the parties' mutual best interest to commence and conduct the required FTA Environmental Assessment (EA) and evaluate the ability to apply for additional funding through FTA's competitive grant application process.

RFQ PROCESS

On May 26, 2004, the City Commission authorized the issuance of an RFQ to solicit the qualifications from professional firms with the capability and experience to provide Environmental Assessment services. The purpose of the 5th and Alton Transit Center Environmental Assessment is to analyze impacts of a new park and ride facility on the northeast corner of Alton Road and 5th Street (MacArthur Causeway) in Miami Beach. The park and ride would serve local and regional bus routes serving Miami Beach, carpools, vanpools, pedestrian links, and future local and regional mass transit operations.

The project will consist of 1,081 parking spaces, transit elements, and 179,000 square feet of retail space. The site is a designated brownfield, and is located in a historic district with one contributing building.

The selected consultant will be expected to conduct an Environmental Assessment for the proposed project following the NEPA (National Environmental Policy Act) Process.

RFQ 38-03/04 was issued on July 30, 2004 with an opening date of September 10, 2004. BidNet issued bid notices to 101 prospective proposers, resulting in 39 proposers requesting RFQ packages, which resulted in the receipt of one (1) proposal from:

- URS.

The City Manager via Letter to Commission, appointed an Evaluation Committee ("the Committee") consisting of the following individuals:

- Morris Sunshine, Resident
- Amelia Johnson, Transportation Planner
- Ivette Borello, Resident
- Margarita Cepeda, Executive Director Unidad Hispanic Community Center
- Jordanna Rubin, Environmental Specialist
- Cathy Owen, DOT Environmental Management Office
- Stephen Nostrand, Resident
- Mark Needle, Resident
- Stephen Foren, Senior Planner

On October 29, 2004, the Committee convened. The Committee was provided information in reference to the project by Kevin Crowder, Economic Development Director, and a representative from the Procurement staff.

After discussions in reference to URS, the only respondent to the solicitation, it was the committee's unanimous decision to recommend to the City Manager that all RFQ's in reference to this solicitation be rejected due to the fact that there was only one response. It was the Administration's decision to accept the committee's recommendation.

RFQ 01-04/05 was issued on December 8, 2004 with an opening date of January 19, 2005. BidNet issued bid notices to 69 prospective proposers, resulting in 25 proposers requesting RFQ packages, which resulted in the receipt of three (3) proposals from:

- Geotech Environmental
- HDR
- URS

The City Manager, via a Letter to Commission, appointed an Evaluation Committee ("the Committee") consisting of the following individuals:

- Morris Sunshine, Resident
- Ivette Borello, Resident
- Margarita Cepeda, Executive Director Unidad Hispanic Community Center
- Jordanna Rubin, Environmental Specialist
- Mark Needle, Resident

On January 27, 2005, the Committee convened. The Committee was provided information in reference to the project by Kevin Crowder, Economic Development Director, and a representative from the Procurement staff. Mark Needle was unable to attend the evaluation Committee meeting and Morris Sunshine excused himself on the record do to conflict of interest. Irregardless quorum was attained so the meeting proceeded.

Additionally, the Committee reviewed references secured by the Procurement staff, and discussed the following RFQ evaluation criteria and weighted score, which was used to evaluate and rank the respondents:

- Ability of Professional Personnel - 25 Points
- Whether a firm is a certified minority business enterprise - 10 Points
- Past Performance - 20 Points
- Ability to meet time and budget requirements - 10 Points
- Location - 5 Points
- Recent, current, and projected workloads of the firms - 10 Points
- The volume of work previously awarded to each firm by the agency, with the object of effecting an equitable distribution of contracts among qualified firms, provided such distribution does not violate the principle of selection of the most highly qualified firms - 20 Points

During the evaluation of proposals each respondent company was invited to provide a 10-minute presentation to be followed by a 10-minute question and answer session.

After the firms' presentations, the Committee members ranked the firms accordingly:

Company Name	Margarita Cepeda	Ivette Borello	Jordanna Rubin
HDR (1)	99 (1)	100 (1)	94 (1)
URS (2)	61 (2)	85 (2)	92.5 (2)
Geotech Environmental (3)	32 (3)	76 (3)	85 (3)

As per Section 287.055, Florida Statutes, known as the Consultants' Competitive Negotiation Act, the Committee ranked no less than 3 firms.

LEGEND:

HDR 3-1st place votes = 3x1=3
TOTAL = 3 = Ranked 1st

URS 3-2nd place votes = 3x2=6
TOTAL = 6 = Ranked 2nd

Geotech Environmental 3-3rd place votes = 3x3=9
TOTAL = 9 = Ranked 3rd

The firm of HDR was deemed to be the first ranked firm based on the experience and qualifications of their team. The HDR project team includes staff with significant experience in the FTA New Starts and Full Funding Grant Agreement (FFGA) processes. In addition, HDR has selected key staff members, who are thoroughly versed in all aspects of the preparation of National Environmental Protection Act (NEPA) documentation for transit projects, both locally as well as nationally, as well as preliminary engineering and final design of these transit projects. The HDR team includes the following sub-consultant firms, with their area of expertise and proposed contribution to the 5th Street and Alton Environmental Assessment project identified:

- Consulting Engineering and Science: contamination assessment, noise and air quality impact analyses, wetlands, endangered species and biological assessments.
- A&P Consulting (DBE): Stormwater management, drainage, and utilities.
- Crossroads Engineering (DBE): traffic counts.
- Janus Research: historical and archeological resource assessments.
- Kommunikatz: governmental relations and public involvement.
- Savino and Miller (DBE, based in the City of Miami Beach): landscape architecture and design.

HDR will offer the following to the City of Miami Beach:

- Team that has worked with the City of Miami Beach before and understands the City's needs.
- Team that understands the City's goals, knows the history of what has been accomplished and why, and understands the community's concern.
- All team members have worked together before on successful project completions.
- Past and present high profile project experience gathered through the continuous projects performed throughout South Florida.
- Assist the City, as required, with public involvement events to build consensus and support for the project.
- Team members that are skilled at working collectively with clients to achieve established goals in an expeditious manner.

RELATED EXPERIENCE PROJECT MANAGER

Robert E. Cone, PE

Mr. Cone has over 30 years experience in the planning, design and construction of transportation facilities, including the completion of environmental permitting projects. His experience has encompassed a wide range of project types, such as land development, utilities, roads, rail facilities, industrial, drainage and permitting of projects with regulatory agencies. Further Mr. Cone has extensive experience in NEPA documentation for transit and intermodal facilities that have been approved by Federal Agencies including the FTA. The following are several relevant projects that Mr. Cone has performed:

- Miami Intermodal Center (MIC), Miami, Florida
- LRT DEIS, Orlando
- CRT Analysis, Orlando, Florida
- FlexBRT PD & E, Orlando, Florida
- LYNX Central Station, Orlando, Florida
- LYNX Light Rail, Orlando, Florida

The following references were secured by the Procurement staff for HDR, they are follows:

Mr. Frank Baron
Miami-Dade MPO

Miami-Dade Community College, Wolfson Campus

"They did a fine job. If selected, they will do a great job for the City of Miami Beach"

Mr. Evelio Chavez,
ConsuTech Engineers
"Excellent group of Engineers."

Conclusion

The Administration recommends that the Mayor and City Commission approve the attached resolution, which accepts the recommendation of the City Manager pertaining to the ranking of firms pursuant to Request for Qualifications (RFQ) No. 01-04/05 for an Environmental

Assessment for the 5th and Alton Transit Center; authorizes the Administration to enter into negotiations with the top-ranked firm of HDR Engineering, Inc.; should the Administration not be able to negotiate an agreement with the top-ranked firm, authorizing the Administration to negotiate with the second-ranked firm of URS Corporation; and should the Administration not be able to negotiate an agreement with the second-ranked firm, authorizing the Administration to negotiate with Geotech Environmental.

JMG/CMC/kc
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RESOLUTION NO. _____

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, ACCEPTING THE RECOMMENDATION OF THE CITY MANAGER PERTAINING TO THE RANKING OF FIRMS PURSUANT TO REQUEST FOR QUALIFICATIONS (RFQ) NO. 01-04/05 FOR AN ENVIRONMENTAL ASSESSMENT FOR THE 5TH AND ALTON TRANSIT CENTER; AUTHORIZING THE ADMINISTRATION TO ENTER INTO NEGOTIATIONS WITH THE TOP-RANKED FIRM OF HDR ENGINEERING, INC; SHOULD THE ADMINISTRATION NOT BE ABLE TO NEGOTIATE AN AGREEMENT WITH THE TOP-RANKED FIRM, AUTHORIZING THE ADMINISTRATION TO NEGOTIATE WITH THE SECOND-RANKED FIRM OF URS CORPORATION; SHOULD THE ADMINISTRATION NOT BE ABLE TO NEGOTIATE AN AGREEMENT WITH THE SECOND-RANKED FIRM, AUTHORIZING THE ADMINISTRATION TO NEGOTIATE WITH THE THIRD RANKED FIRM OF GEOTECH ENVIRONMENTAL.

WHEREAS, on June 7, 2000, the Mayor and City Commission adopted Resolution No. 2000-23963, designating the area bounded by 6th Street to the north, 5th Street to the south, Alton Road to the west and Lenox Avenue to the east, as a Brownfield area to promote the environmental restoration and economic redevelopment of the area; and

WHEREAS, in July 2002, the Administration began meeting with representatives of the site generally located on 5th Street and Alton Road, owned by the Potamkin family, to review a preliminary site plan for a five (5) level mixed-use retail complex, including over 900 parking spaces (the Project); and

WHEREAS, one of the proposed commercial uses for the Project included a supermarket and, to that end, Publix issued a letter of intent to lease a ground floor area in the complex; and

WHEREAS, in accordance with the City Commission's directive and the community's identified needs, the City's interest in the Project development was primarily focused on achieving the public benefit of locating a supermarket, exploring transit and excess parking opportunities, and developing a gateway project at one of the City's main arterial entryways; and

WHEREAS, this Project has been the subject of much discussion due to (1) its pivotal location at the entrance to Miami Beach from the MacArthur Causeway; (2) due to transportation/concurrency issues that will affect ingress/egress to the site; and (3) massing/height issues related to the Project; and

WHEREAS, to that end, the Developer has been working with the City's design review and planning staff in redesigning the Project to be of the highest quality, commensurate with its prominent location; and

WHEREAS, on April 5, 2004, the Developer and its Project team and City staff met with the Federal Transit Administration (FTA) in Atlanta to review FTA funding requirements; and the FTA expressed favorable comments in its initial review of the Project and indicated the City would need to place emphasis on the transit elements of the Project, focusing on their location, cost and use, and transit user profiles to determine the Project's eligibility for FTA funding; and the parties will explore to what degree the Federal funding restrictions apply to the privately funded, non-transit portion of the Project; and

WHEREAS, the FTA funding has an extensive community and stakeholder participation process, culminating in the mandatory submittal of an Environmental Assessment (EA) Report identifying potential social, economic or environmental impacts that may arise as a result of the Project, and measures to mitigate these potential impacts; and

WHEREAS, FTA eligibility will be determined as a joint development project and must reflect the Project as a transit oriented development including the City's park and ride spaces and certain transit elements will be incorporated, owned and paid for by the City, including items such as transit station pedestrian connections and access links between transit services and the Project (i.e. expanded right of way area fronting Alton, 6th Street and 5th Streets), safety and security equipment, vertical access links (i.e. elevators and ramps), transit information center, signage, etc.; and

WHEREAS, as the parties continued to address outstanding and relevant issues, many areas of uncertainty continued to arise affecting the success of the negotiations. namely, (1) the FTA requirements and pending approval by FTA, and (2) the rising cost of construction, and its impact on the City's contribution to the Project; and

WHEREAS, it was deemed to be in the parties' mutual best interest to commence and conduct the required FTA Environmental Assessment (EA) and evaluate the ability to apply for additional funding through FTA's competitive grant application process; and

WHEREAS, the City will be assured if the Project qualifies as an FTA eligible funded Project, that it may seek to maximize the grant funding available for the City's improvements, since FTA regulations will apply to the public portion of the Project, at a minimum; and

WHEREAS, pursuing this course should also minimize the uncertainty surrounding the FTA restrictions that may apply and most issues will be raised and addressed before any final City Commission action is taken as to the Project; and

WHEREAS, on May 26, 2004, the Mayor and City Commission approved Resolution No. 2004-25574 to establish a Request For Qualifications (RFQ) for the professional architectural and engineering services related to the preparation of the Environmental Assessment report, as required by the Federal Transit Administration; and

WHEREAS, RFQ No. 01-04/05 was issued on December 28, 2005, with a deadline of January 14, 2005; and

WHEREAS, at an Evaluation Committee meeting on January 27, 2004, the committee ranked HDR Engineering as the top-ranked firm, URS Corporation as the

second-ranked firm, and Geotech Environmental as the third-ranked firm; and

WHEREAS, the City Manager concurs with the ranking of the Evaluation Committee.

NOW, THEREFORE, BE IT DULY RESOLVED BY THE MAYOR AND THE CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the City Commission hereby accepts the City Manager's recommendation pertaining to the ranking of firms pursuant to Request for Qualifications No. 01-04/05 for an Environmental Assessment for the 5th and Alton Transit Center; further authorizing the Administration to enter into negotiations with the top-ranked firm of HDR Engineering; should the Administration not be able to reach agreement with the top-ranked firm, to enter into negotiations with the second-ranked firm of URS Corporation; and should the Administration not be able to reach agreement with the second-ranked firm, to enter into negotiations with the third-ranked firm of Geotech Environmental.

PASSED and ADOPTED this ____ day of _____, 2005.

ATTEST:

MAYOR

CITY CLERK

JMG/CMC/rar

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**APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION**



City Attorney

1/27/05

Date

January 7, 2005

City of Miami Beach
City Hall
Procurement Division – Third Floor
1700 Convention Center Drive
Miami Beach, Florida 33139

Re: **City of Miami Beach Environmental Assessment for the
5th & Alton Transit Center
RFQ No. 01-04/05**

Dear Selection Committee:

HDR Engineering is pleased to present the City of Miami Beach with our response to the Request for Qualifications for the completion of the Environmental Assessment of the *5th and Alton Transit Center*. The HDR team presented in this response is experienced in the preparation of all levels of environmental impact documentation, from Categorical Exclusions to Environmental Impact Statements, consistent with the requirements of the National Environmental Policy Act (NEPA). We have done this for Federal transportation agencies, which include the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), and the Federal Railroad Administration (FRA).

We have carefully reviewed the listing of prospective services in the RFQ document, and have assembled a multi-disciplined team of talented professionals, with experience that includes transportation planning, drainage, traffic modeling, the natural and physical sciences, such as air quality and noise analyses, contamination screening and mitigation, historical and archaeological resource expertise.

Our project team includes staff with significant experience in the FTA New Starts and Full Funding Grant Agreement (FFGA) processes. In addition, our carefully selected key staff members are thoroughly versed in all aspects of the preparation of NEPA documentation for transit projects, both locally as well as nationally, as well as preliminary engineering and final design of these transit projects. The HDR Team includes the following subconsultant firms, with their area of expertise and proposed contribution to the *5th & Alton* EA project identified:

- Consulting Engineering and Science: contamination assessment, noise and air quality impact analyses, wetlands, endangered species and biological assessments
- A&P Consulting (DBE): stormwater management, drainage, and utilities
- Crossroads Engineering (DBE): traffic counts
- Janus Research: historical and archaeological resource assessments
- Kommunikatz: governmental relations and public involvement

- Savino-Miller (DBE, based in the City of Miami Beach): landscape architecture and design.

The HDR Team is ready to prepare a Draft and Final Environmental Assessment, conduct the necessary agency and stakeholder coordination, and perform data collection to ascertain, document and propose appropriate mitigation measures in the areas of social, economic and environmental impacts, if required. The coordination and consultation process will be the vehicle used to determine, in a collaborative manner, any additional environmental issues that would need to be addressed during the NEPA process.

Our team recognizes the importance of maintaining community support of this project and the need to fast-track the NEPA documentation for the 5th and Alton Transit Center, in a manner that is compatible with the Federal process and the Developer's (AR&J) schedule obligations to the City of Miami Beach, as contained in the approved development agreement with the City. Therefore, public involvement will be carried out, consistent with State and Federal requirements, to include opportunity for appropriate public review and comment, as well as a formal public hearing, as required by the NEPA process.

HDR commits to efficient delivery of all required documentation that ultimately will result in an approval from FTA to release appropriated funds for the transit center and allow the project to proceed into Final Design and Construction. We will work with the City of Miami Beach staff, FTA Region IV staff, as well as the Developer to develop the strategy to achieve these goals. HDR is committed to work collaboratively with the City of Miami Beach and the Developer as we prepare a Finding of No Significant Impact (FONSI) statement for issuance by FTA, to conclude this stage of project development.

The City of Miami Beach has been engaged in a successful, significant and exciting economic development and redevelopment transformation over the past 20+ years. This success has generated a pressing demand for alternative transportation modes to facilitate efficient, customer-friendly transit circulator systems. We understand that the City of Miami Beach and AR&J have seized an opportunity to build a diversified public-private retail/commercial project, complete with a transit investment that is critical to ensuring long-term success of the facility itself, as well as the intense pedestrian-oriented South Beach environment. **We also understand that the design, funding and schedule for this project needs to function effectively for the current transit system and for future transit projects and enhancements that will interface with this facility. At the same time, the project needs to "work in the marketplace" from the opening of the first retail tenant and on into the future.**

HDR recognizes that these kinds of mixed-use public-private partnerships with the incorporation of transit-oriented design/development can provide strong support to the changing "quality of life" needs for the growing residential and business communities in the City of Miami Beach. As this unique City matures its image as an international cosmopolitan arts, entertainment, business and residential environment, and seeks ways to ensure continued livability, this project presents an immediate opportunity to create yet another effective partnership between the City of Miami Beach and the Developer, in concert with the FTA, to

ensure design and construction of a transit center that is readily adaptable to the needs of several transportation modes: buses; vanpools; carpools; private automobile; taxis; Electrowave; and potentially, the Bay Link streetcar project.

HDR has been providing services on transit and rail projects across the United States for more than 50 years. Our transit history in south Florida began almost 30 years ago with the design of line section 4 of Miami-Dade Transit's (MDT's) system, which includes the Miami River aerial crossing. As a consultant to FDOT District Four, HDR designed the double-track, including eight roadway crossings and two railroad bridges over canals for an 11.5-mile segment of the Tri-County Commuter Rail Authority line between Hollywood Boulevard and the Gratigny Road Overpass.

HDR also served as the City of Miami Beach's consultant for its Evaluation of Rapid Transit Options, completed in 2003. During this project, HDR conducted extensive analysis of transit, land use and traffic issues, and recommended a revised Locally Preferred Alternative option to the City for the Miami Beach portion of the planned Bay Link project. This option was ultimately approved by Miami Beach, the City of Miami and the Miami-Dade MPO. The intersection of 5th and Alton represents a key connection point in the system plan for this project, as well as for the current transit system.

Additional relevant experience of the HDR Team includes:

- Program Management of the North Shore LRT project in Pittsburgh, including the preparation of the EIS resulting in an FTA approved ROD, preparation of the New Starts Report that resulted in an FTA "Recommended" rating, assistance in successful negotiations of an FTA FFGA, and assistance in obtaining FTA approval to enter into Final Design.
- Final design for Line Section 5 for the Phoenix Valley Metro LRT project, a \$50-million, five-mile line section which will connect downtown Tempe, the Arizona State University campus, Sun Devil Stadium and west Mesa.
- Program Management services on transit studies in Orlando for the Florida Department of Transportation (FDOT) District V.
- Commuter Service Systems Planning and On-Call Engineering Services to the Sonoma Marin Area Rail Transit (SMART) - responsibilities include a maintenance facility location study, corridor mapping, a route feasibility study and preparation of SMART's new design standards.
- Team member to prepare an AA/DEIS for the Metrocenter Extension project, the first extension of the Central Phoenix/East Valley LRT project.

Our Project Manager, Robert E. (Bob) Cone, P.E. has 30 years of experience with the last ten years spent in the management of large complex programs including transit projects. His experience includes the planning, design and construction of transit systems. Most recently he managed three transit studies for FDOT in the Orlando area: an Alternatives Analysis (AA) for a North/South Commuter Rail Transit (CRT) project, a Supplementary Draft Environmental Impact Statement (SDEIS) for a North/South LRT project, and a Project Development and Environmental (PD&E) study for an ITS-enhanced bus transit service. Previously, he was the Engineering Services Manager for the PM/CM team on the Light Rail

MARTA (Atlanta) heavy rail project. His experience in South Florida includes the track design for the Tri-Rail Miami Airport Station and transportation planning of rail and roadway improvements for the Miami Intermodal Center EIS, and design of streetcar elements with the proposed Midtown Miami project.

Why Choose the HDR Team?

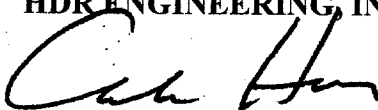
Two of the most important criteria in choosing a consultant to help execute a project are experience and trust. Key to the success of the project is to choose a team that not only has the technical capability to complete the project, but one that also has the background and experience with the City of Miami Beach and similar clients with similar needs. You need a team that understands your goals, knows the history of what has been accomplished and why, understands the community's concerns, and that knows your staff and is enthusiastic about continuing to work with them. We believe we are that team.

You should also have trust in the individuals with whom you will work on a daily basis. The project will flow much more smoothly if your staff is comfortable with the consultant team staff. **Our team members are skilled at working collectively with clients to achieve established goals in an expeditious manner; we are proud that we had the opportunity to demonstrate this ability in earlier work for the city of Miami Beach**

We are excited about the opportunity to work with the City of Miami Beach in advancing the *5th & Alton Transit Center* forward. This is our community, and we want to participate in a planning and implementation process that will result in a project which will improve our quality of life and help ensure Miami Beach's continued maturity as a sustainable community as well as a sophisticated 24-hour destination for arts, retail, and entertainment. The HDR Team is ready to go to work!

Sincerely,

HDR ENGINEERING, INC.



Charles Hales
Vice President



CITY OF MIAMI BEACH

PROJECT IMPLEMENTATION STRATEGY

Project Approach

HDR's approach to completing the EA for the 5th and Alton Transit Center would involve two phases. The first phase would consist primarily of data collection and alternatives analysis. The second phase would primarily be the development and processing of the EA document. Both of these phases include activities necessary to comply with FTA and NEPA requirements, and both phases will be carried out with a concurrent public involvement program.

Coordination with the Developer and City of Miami Beach

HDR understands that the EA process must be coordinated closely with the Developer's schedule and milestones to ensure successful, efficient and timely implementation of both the public and private sector aspects of the project. HDR is experienced at customizing our approach to every project we undertake to ensure that we are immediately responsive to the requirements of each client. We believe in this approach because it facilitates the delivery of responsive client service, within established timelines, and the timely attainment of project goals. To that end, we are prepared and experienced in functioning in this capacity, responding to Federal, State and local requirements, as well as those of the private developer. HDR is aware of the importance of this project to the Developer and to the City of Miami Beach, and as such, our Team commits efficient delivery of the NEPA documentation to ensure full potential for financial support from the FTA. Charlie Hales, our proposed Principal-in-Charge, and Robert Cone, our proposed Project Manager, are well versed in FTA's project development process and have experience in transit projects that involve joint-development.

Phase I

The initial project activity will include a project-kick-off meeting with the City Project Manager and the project Developer. Some proposed action items that might be covered include development of a customized, efficient approach to the preparation and distribution of an Advance Notification (AN) of the City's intention to conduct an EA for the Transit Center; initial and regularly intermittent coordination meetings with FTA Region IV; a Project Scoping Meeting; data collection; development and execution of a project public involvement program; development of project contact information; refinement of the project schedule, and other topics.



CITY OF MIAMI BEACH

PROJECT IMPLEMENTATION STRATEGY

Consistent with the NEPA process, HDR will prepare the AN for appropriate distribution to federal, state and local agencies as agreed upon by FTA. It will include a fact sheet that would contain a carefully defined project *Purpose and Need* statement, the project description, environmental information, and a list of all permits potentially required. HDR proposes that a scoping meeting be conducted concurrent with the AN process to provide agency representatives and stakeholders the opportunity to review project information, offer comments and identify concerns. Although not required by NEPA, to streamline the FTA review and approval process, we recommend that a project coordination meeting be held with the FTA staff in the FTA Region IV Office in Atlanta to ensure FTA's concurrence with the NEPA-related tasks and process that will be followed during the EA.

Data Collection

Phase I activities will include a comprehensive data collection effort (which will include review and synthesis of prior documentation discussed earlier). Establishment of a baseline of data for the project is essential. To maximize efficiency, HDR will review and update all information collected and contained in the wealth of reports already completed for this project, and mentioned earlier in this document. The updates shall incorporate site plans and any other schematics that have been developed since publication of earlier documentation.



In addition to these previous studies, other available documents and information sources will be reviewed for use in establishing a project data baseline. These will include, at a minimum, the following:

- Available traffic counts
- Local land use plans
- Bay Link Locally Preferred Alternative and City of Miami Beach conditions of approval for the LPA
- Bay Link DEIS
- MDT bus service data
- Electrowave Shuttle service data
- Ridership forecasts for Bay Link



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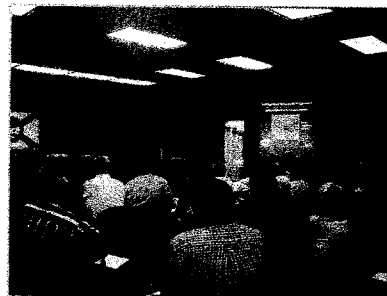
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- Previous public involvement activities
- Information from private taxis and shuttle bus service if available
- Stormwater management data from DERM, the SFWMD, or other appropriate sources
- Utilities information
- Environmental data from FDEP, DERM or SFWMD

Data collection will provide the background information needed to: evaluate the proposed project; develop appropriate "Build" alternative(s) for and expedited "alternatives analysis"; select appropriate evaluation criteria; and screen/rank the alternatives using the evaluation criteria (expected to be "Build" versus "No-Build") to be completed in Phase II.

Public Involvement Program

Public involvement is required in the development of public projects that will be funded and/or approved by federal agencies such as the FTA. Recognizing that the Transit Center project has been under development for a number of years with significant public input throughout, we anticipate that the EA may not require an extensive Public Involvement Program. However, we do anticipate some level of public involvement, most likely focused on agency and stakeholder coordination as part of the EA to satisfy the FTA and NEPA requirements. The public involvement program will also ensure continued public and local community support for the project.



Previous public involvement information activities will be reviewed in detailing the tasks of the Public Involvement Program. While the scoping meeting is the initial public involvement activity, at this preliminary stage, HDR proposes approximately three public meetings during the EA. The ultimate scheduling of meetings would be determined as the EA progresses. The first of these would be a review of the project alternatives ("Build" versus "No-Build") and the project evaluation criteria. This meeting will seek input from the public on the



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alternatives and the criteria. The second meeting will be held to seek public comment at the conclusion of the EA prior to its submittal to FTA. HDR proposes at least one other meeting prior to the final public meeting before submittal of the Draft EA to FTA. While we are able to provide a more extensive PIP, the extent of the PIP will be dependent upon the level of public involvement previously completed. We will work with the City, the Developer, and the FTA to determine the PIP requirements necessary for the EA.

Alternatives Analysis

Alternatives analysis is inherently the backbone of the NEPA process for federal agencies. This process identifies, analyzes and ranks potential alternatives under consideration for the project. The alternatives analysis usually involves three alternatives: the No-Build; the Transportation Systems Management (TSM) alternative, and the Build. Based upon our understanding of the 5th and Alton Transit Center project, we believe that this project can be evaluated by comparing the Build alternative against the No-Build alternative. We believe that the TSM (also called the "Baseline") alternative can be readily eliminated in the EA because the No-Build alternative would be identical to the TSM alternative. Therefore, the EA should be able to focus on the Build versus No-Build Alternatives comparison to facilitate an expedited process that still honors the intent of the NEPA process.

To accomplish this, HDR's approach would focus on documentation of the proposed Build alternative, with the intention of assuring FTA approval of this alternative's responsiveness to the stated project purpose and need. NEPA requirements dictate that we must demonstrate in the EA that all reasonable Build alternatives were considered – and eliminated as a result of the screening process – to arrive at the recommended Build alternative. HDR proposes that the City and the Developer would participate in the development and evaluation of Build alternatives.

Given the extensive prior study performed for this project, as well as the demonstrated need in the City of Miami Beach for alternative public transportation modes, it is expected that a Transit Center at this proposed location, with its interface with transit service, would provide more benefits and likely minimal to no impacts. While the EA process is oriented to identification and evaluation of potential impacts, along with appropriate mitigation measures



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where required, HDR believes that this project may have the opportunity to demonstrate significant benefits to the community, given the existing conditions in the area. Therefore, given our understanding of this project, the FTA NEPA process and its requirements, and our good working relationships with key staff at FTA, as well as our experience with and understanding of the FTA's priorities and perspectives in reviewing project documentation, the HDR team is confident that we can complete an EA for this project that will subsequently be accepted by FTA, and recommended for the next phases of project implementation.

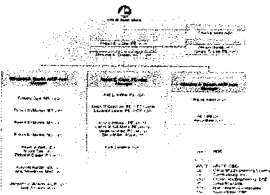
Phase II

Phase II will focus on the development, distribution and final coordination of the EA document with FTA. HDR's experience and approach will ensure the City of Miami Beach and the Developer that the EA document complies with FTA and NEPA requirements, and will include documentation of: the proposed project; the purpose and need of the project; the alternatives considered; the existing social and economic, transportation, cultural and historic resources, natural and physical conditions; impacts to the existing social and economic, transportation, cultural and historic resources, natural and physical environment as a result of the alternatives, and appendices as necessary to document public involvement, agency coordination, and comments.

A Draft EA will be prepared and submitted to the City for review and comment. After the City's review and comments on the draft EA, HDR will prepare the Final EA, addressing comments received before final submittal to FTA Regional. After completion and review, the Final EA will be released for public review and a 30-day comment period will begin, after which we will prepare and publish either a Finding of Significant Impact (FONSI) or a Notice of Intent (NOI), depending on the conclusions of the Final EA and the results of FTA coordination.

Organizational Structure

The HDR Transit Center team, as depicted on the project organization chart, is led by senior HDR staff with support from HDR and our subconsultant team. While the individual firms were identified earlier within this proposal, we believe that it is the individuals on this team that qualify us to complete the





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Transit Center EA. As presented previously, our proposed Project Manager is Robert Cone, PE, who has experience in NEPA documentation of intermodal and transit facilities.

HDR proposes a very efficient and streamlined team to support him on this project. The efficiency of this team is a result of the multiple skills of our individuals on our team as well as our understanding of the project and the work that has already been completed on it. We are confident that this team can efficiently complete the EA in a timely and effective manner, resulting in approval from FTA. The following discussion highlights the skills and experience of the various team members, both individuals and firms, on our team while noting experience that is specifically relevant to this project.



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Project Team:

(HDR) HDR
(APCTE) APCTE
(CES) Consulting
Engineering Science
(CKI) Kommunikatz, Inc.
(CRE) Crossroads
Engineering (DBE)
(JR) Janus Research
(NS) Nick Serianni
(SM) Savino Miller (DBE)

QUALIFICATIONS OF TEAM TEAM LIST

HDR Team Member	Project Role
Charlie Hales (HDR)	Principal in Charge FTA Coordination
Robert E. Cone, PE (HDR)	Project Manager
William Novak (HDR)	Quality Assurance
James W. Lee, PE (HDR)	Quality Assurance
Winsome A. Bowen, AICP (HDR)	Deputy Project Manager Social & Economic
Timothy Ogle, MS (CES)	Noise & Air Quality Analysis
Robert McMullen, MS (CES)	Wetlands Wildlife/Habitats
Kevin Mullen (CES)	Contamination
Nicole Tarr (CES)	Contamination
Deborah Daigle, PG (HDR)	Contamination
Kenneth Hardin, MA (JR)	Historic & Archeological
Amy Streelman, MHP (JR)	Historic & Archeological
Nick Serianni (NS)	Social & Economic Financial Analysis
Chad Luedtke, PE (HDR)	Alternatives Analysis
Jason McGlashan, PE, PTOE (HDR)	Transportation
Laurence Lewis, PE, AICP (HDR)	Transportation
George Galan (CRE)	Traffic Counts
Arnelio Alfonso, PE (APCTE)	Site Development
Carlos M. Gil-Mera, PE (APCTE)	Site Development
Sergio Gomez, PE (APCTE)	Site Development
Barry Miller, ASLA (SM)	Site Development
Ric Katz (CKI)	Government Relations/Public Involvement
Aviva Baer (CKI)	Government Relations/Public Involvement